

# **EXPENDITURE PLAN EXHIBIT A TO ORDINANCE NO. 26-001**

## **Riverside County Transportation Improvement Plan**

The Transportation Improvement Plan for Riverside County was first approved by Riverside County voters in 1988 through Measure A and renewed again in 2002. Measure A established a County-wide half-cent retail transactions and use tax to provide a dedicated, locally controlled source of funding for transportation improvements and services throughout Riverside County. Administration of Measure A and the Expenditure Plan is the responsibility of the Riverside County Transportation Commission ("Commission" or "RCTC").

To maintain a reliable local funding source for transportation improvements, the Commission has approved this updated Riverside County Transportation Improvement Plan ("Plan," or "Expenditure Plan) for the purpose of renewing Measure A (Measure). There is no increase to the existing sales tax rate. A renewed Measure will continue to provide funding for local transportation improvements and services across Riverside County.

If approved by Riverside County voters, the renewed Measure would continue the existing half-cent sales tax within the incorporated and unincorporated areas of Riverside County, with revenues dedicated exclusively to transportation purposes as defined in this Expenditure Plan.

### **Chapter 1: Continued Funding for Transportation Improvements for Riverside County Residents**

#### ***1.1 Growing Demands on Infrastructure***

Since the first renewal of Measure A in 2002, Riverside County has experienced significant population growth, increased congestion, and rising transportation construction costs. State and federal funding has not kept pace with these demands. Residents continue to prioritize road repair, congestion relief, and reliable public transportation services. The Plan is intended to address these mobility challenges and invest in projects that benefit residents, businesses, and communities throughout the county.

#### ***1.2 No Increase to Current Measure A Sales Tax Rate***

The updated Plan does not raise the existing Measure A sales tax rate. Instead, it renews the existing half-cent sales tax to continue providing a locally controlled funding source

for transportation improvements until ended by voters. Measure funds will continue to be invested locally for the benefit of Riverside County, and will supplement, not replace, state and federal transportation funding.

## **Chapter 2: A Renewed Measure: Goals and Objectives**

### ***2.1 Moving Transportation Projects Forward***

The Plan will help accelerate transportation projects and maintain public transportation services. This approach allows projects to be delivered using today's dollars, generating cost savings by avoiding future construction cost escalation.

The Plan, if approved by Riverside County voters, includes projects that:

- Improve the condition of existing roads and repair potholes;
- Improve highways, including Interstates and State Routes;
- Improve regional roads and interchanges;
- Maintain bus transit and passenger rail services;
- Keep bus fares low for residents who rely on public transportation services;
- Partner with employers to enhance workforce mobility and shift to sustainable commuting;
- Accelerate completion of transportation projects that address population growth and emergency response;
- Maintain existing local funding for transportation infrastructure, capital acquisition, rolling stock, and services for the benefit of residents, cities, and unincorporated communities of Riverside County;
- Enhance Riverside County's ability to secure state and federal funding for transportation by offering local matching funds; and
- Provide funding for the maintenance and improvement of local streets and roads in the cities and unincorporated areas of the County.

### ***2.2 Provide for Regional Equity in the Distribution of Measure Revenues***

The Plan recognizes the three distinct subregions of Riverside County and provides that revenues raised by the Plan in each subregion remain there and cannot be moved to other parts of the county:

- Palo Verde Valley (includes the City of Blythe and surrounding unincorporated areas);
- Coachella Valley (includes the Cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs and Rancho Mirage, as well as portions of the Salton Sea area, including surrounding unincorporated areas); and

- Western Riverside County (includes the Cities of Banning, Beaumont, Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula, Wildomar and surrounding unincorporated areas).

The subregions are defined in greater detail on the attached map and in Chapter 5.

The Plan addresses the unique transportation needs of each subregion, including small, rural, and disadvantaged communities, while maintaining a balanced investment strategy across highways, public transportation, and local streets and roads.

## **Chapter 3: Taxpayer Accountability Provisions**

Funding and implementing the projects in the Expenditure Plan will occur in compliance with applicable accounting standards.

### ***3.1 Legal Dedication of Tax Revenue Solely for Transportation Purposes***

Funds generated by the Measure, net of the amount of administrative fees paid to the California Department of Tax and Fee Administration (CDTFA) for tax collection, may only be used for transportation purposes as described in the Ordinance governing this Plan. Transportation purposes include but are not limited to the construction, capital acquisition, maintenance, and operation of streets, roads, highways, including state highways, and public transit systems, expenditures for the planning, environmental reviews, engineering and design costs, administration, including legal actions related thereto, and related environmental mitigation and related right-of-way acquisition to implement the transportation investment categories listed in the Expenditure Plan.

### ***3.2 Mandatory Annual Financial Audit***

The Commission shall conduct an independent annual financial audit of all Measure revenues and expenditures to confirm compliance with this Plan and the Ordinance. The audit shall report on whether expenditures have been made in accordance with this Plan and shall be made available to the public. In addition, the audit shall determine compliance with the Maintenance of Effort requirements for each jurisdiction in receipt of local streets and roads funding along with the requirements described in Section 2.VIII of the Ordinance.

### ***3.3 Transparency and Openness***

Implementation of the Plan shall comply with applicable transparency, disclosure, and open meeting laws.

### ***3.4 Mandatory Plan Update***

Through a public process, RCTC must formally review this Plan at least every ten (10) years after it takes effect to consider adjusting the Plan to reflect the current and anticipated priorities of Riverside County's residents. If RCTC wishes to amend the Plan after its review or at any other point in time, RCTC must follow current state law and as provided in Section 2.V(B) of the Ordinance to do so.

### ***3.5 Local Control***

No funds from the Measure can be diverted to Washington, D.C. or Sacramento. State and federal governments cannot legally divert, take, or direct funds raised through this local plan and its governing ordinance.

### ***3.6 Limitations to Administrative Costs***

Administrative costs shall be limited such that not more than one percent (1%) of the annual net amount of revenues raised by the tax may be used to fund the administrative salaries and benefits of the staff of the commission in administering the programs funded from that tax.

Any portion of the administrative salaries and benefits allocation not expended in a fiscal year may be carried forward and expended in subsequent fiscal years, provided that: (i) no carried-forward amount shall remain available for expenditure more than five (5) fiscal years after the fiscal year in which the revenues were originally collected; and (ii) cumulative salaries and benefits expenditures shall not exceed one percent (1%) of total revenues collected pursuant to the Measure.

### ***3.7 Term of Ordinance and Expenditure Plan***

The Ordinance and Expenditure Plan shall remain in effect until ended by Riverside County voters; provided that the tax shall continue to be collected while bonds or any other financing arrangement is outstanding as further set forth in the Measure.

## **Chapter 4: Transportation Investments to Be Funded**

Measure revenues shall be allocated by the Commission to fund transportation improvements, operations, capital acquisitions, maintenance, repair, mitigation, and related right-of-way acquisition within or benefiting Riverside County. Funds shall be returned to the Western Riverside County, Coachella Valley, and Palo Verde Valley geographic subregions in proportion to the funds generated in those areas. Furthermore, funds generated by this Measure may also be applied to projects listed in the 2009 Measure A Expenditure Plan and debt service on bonds or similar securities issued to finance such projects.

The Expenditure Plan includes three (3) funding categories to support transportation infrastructure and services, including:

- Highways and Regional Corridors;
- Local Streets and Roads; and
- Public Transportation.

#### ***4.1 Highways and Regional Corridors***

Funds may be used to improve interstates, state routes, and regional corridors which enhance mobility and support the economy.

Eligible projects may include, but are not limited to, grade separations where roads intersect rail lines; roadway operational improvements and modernization, including the use of new technology; new regional roadway connections; interchange improvements; and associated environmental mitigation and property acquisition. Funding may also be used for constructing, reconstructing, widening, realigning, or improving regional arterial and expressway corridors that support travel across multiple jurisdictions, help relieve congestion on existing highways and local roads, and improve safety.

#### ***4.2 Local Streets and Roads***

Funds will be provided to cities and the County for the maintenance and improvement of the local street and road system. These investments are intended to maintain roadway conditions, improve safety, and support the reliable movement of people and goods within local communities throughout Riverside County.

Eligible uses may include pothole repair; pavement maintenance and rehabilitation; traffic signal and intersection improvements; safety enhancements; bridge and railroad crossing improvements; infrastructure improvements to address flooding and natural hazards; and improvements that enhance accessibility for individuals with disabilities. Local Streets and Roads funding may also support sidewalks, bicycle facilities, pedestrian safety improvements, traffic calming measures, and other related infrastructure that improves safety and access within the local transportation network.

A Maintenance of Effort requirement of city and county governments is required for their share of Local Streets and Roads funds so that new funds provided under this category are intended to supplement, not replace, existing local transportation funding. Local agencies would retain control over project selection and delivery, consistent with the Expenditure Plan and applicable requirements.

**4.3 Public Transportation**

Funds may be used for transit services, facilities, and integrated mobility services benefiting Riverside County.

Eligible uses include bus, passenger rail, and specialized transit operations, mobility management, and first/last-mile connections; and capital investments to maintain, rehabilitate, and modernize public transportation systems. Eligible capital investments may include transit stations and facilities; passenger rail and bus corridors; passenger amenities; parking and access improvements; signals and supporting infrastructure; fleet acquisition and replacement; and associated equipment and facilities, including technologies. Public Transportation funding may also support a range of service strategies, including fixed-route, express/rapid transit service, on-demand transit services, and carpool and vanpool programs, including employer-based commuter programs, and other shared mobility options. Public Transportation funds will continue to provide transit services and keep bus fares low for seniors, veterans, students, and individuals with disabilities.

**Chapter 5: Transportation Investments by Region**

Funds from the Measure are allocated by category within each of the three geographic subregions.

**5.1 Western Riverside County**

As of 2026, Western Riverside County includes the cities of Banning, Beaumont, Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula, and Wildomar. It also includes unincorporated communities and less populated areas, as well as tribal lands of the Pechanga Band of Luiseño Indians, the Soboba Band of Luiseño Indians, the Cahuilla Band of Mission Indians, the Ramona Band of Cahuilla, the Santa Rosa Band of Cahuilla Indians, and the Morongo Band of Mission Indians.

The proportional funds generated in Western Riverside County shall be distributed as set forth in the table below:

<b>WESTERN RIVERSIDE COUNTY ALLOCATION OF FUNDS</b>	
<b>INVESTMENT CATEGORY</b>	<b>PERCENT</b>
Highways and Regional Corridors	59%
Local Streets and Roads	29%
Public Transportation	12%

### 5.1a Highways and Regional Corridors

Fifty-nine percent (59%) of the Measure revenues are identified for the Highways and Regional Corridors category which is estimated to provide approximately \$5.56 billion over a thirty (30) year planning horizon.

The Highways and Regional Corridors category focuses on the transportation facilities that experience congestion and travel delays for Western Riverside County residents and businesses. Examples include but are not limited to Interstates (I) 10, 15, and 215 and State Routes (SR) 91 and 60. These corridors carry high traffic volumes, connect communities across the region, and play an important role in quality of living, emergency response, and economic vitality.

The Highways projects to be implemented are as follows:

ROUTE	LIMITS	PROJECT
SR-91	Pierce Street to I-15	Add 1 lane each direction
SR-71	SR-91 to San Bernardino County line	Add 1 lane each direction
I-215	SR-60 to San Bernardino County line	Add 1 lane each direction
I-215	Eucalyptus Ave to Nuevo Road	Add 1 lane each direction
I-15	El Cerrito Road to San Diego County line	Add 1 lane each direction
I-10	San Bernardino County line to SR-60/I-10/SR-79	Add 1 lane eastbound
I-10/SR-60	SR-60 to I-10	Interchange improvements, including at SR-79/I-10; corridor improvements
SR-91, SR-60, I-15, I-215	Various	Add auxiliary lanes
SR-91	SR-241 to SR-71	Add 1 lane westbound and eastbound

This Highways and Regional Corridors section of the Expenditure Plan is intended to be considered the state highway and freeway portion. The specific projects to be funded in the Highways section shall also include installation, integration, and operation of freeway active traffic management technology; emerging technology and other innovative mobility improvement programs or projects; coordinated adaptive ramp metering; and new auxiliary lanes on SR-91, SR-60, I-10, I-15, and I-215 in the Western Riverside County portion of the Expenditure Plan.

In support of Regional Corridors, funding may be used to construct, reconstruct, widen, realign, or improve regional arterial and expressway corridors. Projects may include but are not limited to the development of new regional roadway connections; modernization of existing arterials to increase capacity and safety; construction of grade separations where roads intersect rail lines; construction or reconstruction of interchanges; corridor improvements that enhance traffic flow and regional connectivity; and implementation of bicycle, pedestrian, and public transportation features. Regional corridors projects eligible for funding include but are not limited to Mid County Parkway (Ramona Expressway) and the new County Expressway between Winchester and San Jacinto (commonly referred to as SR-79 Realignment).

### *City/County- Sponsored Projects*

The Commission may annually allocate revenues generated within this category for eligible highway, interchange, or regional corridor projects sponsored by one or more cities or the County. The percentage allocation shall be established by the Commission in the first fiscal year of the Measure and may thereafter be revised no more frequently than once every ten (10) years; provided, however, that in no event shall such percentage exceed nine percent (9%) in any fiscal year.

Projects funded pursuant to this provision may be eligible for matching funds from the Transportation Uniform Mitigation Fee ("TUMF") program administered by the Riverside County Transportation Commission (RCTC) and shall advance regional objectives such as safety, connectivity, goods movement, or mobility.

Examples of Regional Corridors eligible for funding include but are not limited to:

- Alessandro Boulevard
- Arlington Avenue
- Beaumont Avenue
- Bundy Canyon Road
- Cabazon Connector
- Cajalco Road
- Cherry Valley Boulevard
- Clinton Keith Road
- Domenigoni Parkway
- Elsinore Ethanac Expressway
- Ethanac Road
- French Valley Parkway
- Highland Springs
- Keller Road
- Limonite Avenue
- Magnolia Avenue
- Murrieta Hot Springs Road
- Perris Boulevard
- Redlands Boulevard Widening
- Scott Road
- University Avenue (Riverside)
- Van Buren Boulevard
- Winchester Road

The Plan will improve traffic flow by building new infrastructure, implementing new technology, and continuing to utilize Freeway Service Patrol to reduce delays by

providing roving tow trucks to quickly assist motorists when accidents occur or vehicles break down.

The final scope and project limits of all improvements proposed in the Highways and Regional Corridors category will be determined through the environmental review process.

The Commission may add additional Highways projects should the Measure produce more revenue than predicted or the Commission be highly successful in obtaining state and federal matching funds or due to unforeseen circumstances.

State and federal funds will be sought to assist with the total cost of the projects identified in this Plan. Funds generated by the Measure will be leveraged to supplement those funding sources and will be used as local matching funds to help cover the remaining costs to accomplish these improvements.

### ***5.1b Local Streets and Roads***

Twenty-nine percent (29%) of the Measure revenues will be returned to local cities and the County for the unincorporated areas of Western Riverside County for local streets and roads improvements. The local streets and roads system provides for everyday movement in Western Riverside County with much of the road system aging, requiring maintenance, and in need of operational improvements. The Measure will provide local jurisdictions with funding to help keep the local streets and roads system in good condition to serve the public. The priorities for local transportation vary among individual local jurisdictions. Local Streets and Roads funds can be used for transportation projects as designated by this Plan.

The Plan will provide an estimated \$2.8 billion specifically for this purpose over a thirty (30) year planning horizon. The funds made available in the Western Riverside County area will be distributed to the cities and the County by a formula based 75% on proportionate population and 25% on revenues generated by Measure A. A Five-year Capital Improvement Plan ("CIP") for the use of these funds will be prepared annually by each city and the County and submitted to RCTC.

Eligibility for these funds shall be conditioned on the participation and compliance in the TUMF and Multiple Species Habitat Conservation Plan ("MSHCP") programs, per Section 2.IX of the Ordinance.

Examples of local streets and roads projects include:

- Pothole repair and road maintenance
- Traffic calming measures and other road safety improvements

- Road widening or lane additions
- Sidewalks and pedestrian infrastructure
- Traffic signal synchronization
- Railroad crossing safety improvements, including separating where roads intersect with railroad tracks
- Bridge repairs and rehabilitation

### ***5.1c Public Transportation***

Twelve percent (12%) of the Measure revenues are identified for maintaining reliable public transportation in Western Riverside County. With some of the longest commute distances in Southern California, Western Riverside County residents require passenger rail, express bus, local transit, and ridesharing options to access employment centers, schools, healthcare, and other destinations.

This Measure will provide an estimated \$1.1 billion of Measure funds over a thirty (30) year planning horizon to maintain passenger rail and transit services, including frequency and reliability. Investments may support commuter services and ridesharing programs, rail service on the Metrolink system, express bus connections, and first- and last-mile improvements. This Expenditure Plan also prioritizes keeping bus fares low for seniors, veterans, students, and individuals with disabilities. The Citizens and Specialized Transit Advisory Committee, with representatives from these populations, will assist RCTC in administering the program.

#### ***Passenger Rail***

Riverside County is home to several railroad rights-of-way that connect Riverside County communities. These rail lines serve as a public transportation backbone for our region. Funds for the Plan are eligible to be used for, but are not limited to:

- Maintaining and expanding passenger rail service frequency on existing commuter rail (Metrolink) lines
- Maintaining or constructing new or additional railroad tracks and supporting infrastructure within existing rail rights-of-way to allow more trains to operate and to increase efficiency and on-time performance of trains
- Constructing new rail stations
- Maintaining and enhancing security and safety at rail stations

#### ***Bus***

The Plan will invest in intercity express bus service and provide a reasonable alternative to the automobile for daily commuters who travel within the region. Eligible investments include, but are not limited to:

- Improving safety and security on buses and at transit facilities
- Procuring buses and funding related capital, maintenance, and operation costs
- Roadway technologies that improve bus travel times
- Improving access to and from schools, colleges, and universities and employment centers

### ***Specialized Transportation***

This Plan also invests in specialized transportation providers that serve seniors, veterans, students, individuals with disabilities, and rural and underserved communities.

Specialized transit eligible investments include, but are not limited to:

- Additional paratransit-type services to serve areas without public transit options to improve quality of life and access to employment, medical, and educational opportunities
- Expansion of destinations and hours of operation to complement public transit operators for paratransit services such as Dial-A-Ride

### ***Commuter Services, Ridesharing, Vanpools, Buspools, and Park-N-Ride***

Funds will be used for programs and services that encourage alternative forms of travel across commuter and non-commuter trips. This may include trip planning applications and rideshare matching databases, incentive-based and employer programs, park-n-rides, vanpools, buspools, and on-demand and similar-type services.

## ***5.2 Coachella Valley***

The Coachella Valley area is in the central part of Riverside County and, as of 2026, includes the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage. It also includes unincorporated areas as well as tribal lands of the Agua Caliente Band of Cahuilla Indians, the Augustine Band of Cahuilla Indians, the Cabazon Band of Mission Indians, the Torres Martinez Desert Cahuilla Indians, and the Twenty-Nine Palms Band of Mission Indians.

The Coachella Valley Association of Governments (CVAG) establishes its priorities according to the Transportation Project Prioritization Study (TPPS), which is a data-based method of prioritizing all regional projects in the Coachella Valley. Project priorities are based on criteria adopted by the CVAG Executive Committee and publicly reviewed by elected officials representing every CVAG member jurisdiction.

The TPPS is updated as the Coachella Valley’s population grows and becomes more diverse. TPPS updates address evolving mobility challenges, new technologies, state and federal policy, and worldwide climate and economic trends. The TPPS is designed to give flexibility to changing circumstances and help identify projects in the Coachella Valley that include:

- Improving traffic flow and reducing congestion on Highway 111;
- Adding/improving interchanges on I-10 and SR-86;
- Providing funding for local streets and roads improvements;
- Improving safety and visibility at major intersections and arterial roads;
- Reducing congestion by improving major roadways identified as important by local governments in the Coachella Valley;
- Providing express east-west transit routes; and
- Improving and expanding public and specialized transit service.

Projects may also include, but are not limited to, development of new regional roadway connections; modernization of existing arterials to increase capacity and safety; construction of grade separations where roads intersect rail lines; corridor improvements that enhance traffic flow and regional connectivity; and implementation of bicycle, pedestrian, and multi-modal transportation features. Funding may be used to construct, reconstruct, widen, realign, maintain, or operate regional arterial corridors.

The proportional funds generated in the Coachella Valley shall be distributed as set forth in the table below:

<b>COACHELLA VALLEY ALLOCATION OF FUNDS</b>	
<b>INVESTMENT CATEGORY</b>	<b>PERCENT</b>
Highways and Regional Corridors	50%
Local Streets and Roads	35%
Public Transportation	15%

CVAG annually certifies member jurisdictions’ compliance with the Coachella Valley’s TUMF program and the Coachella Valley Conservation Commission (“CVCC”) certifies compliance with the Coachella Valley Multiple Species Habitat Conservation Plan (“CVMSHCP”). As of the adoption of the Ordinance, all Coachella Valley cities and the County of Riverside are compliant with both the TUMF program and CVMSHCP. Measure revenues shall only fund projects in jurisdictions that continue to be compliant with the TUMF and CVMSHCP programs. For funds generated by this Measure, CVAG shall not enter into reimbursement agreements with CVAG member jurisdictions or other agencies if they are not found to be compliant in the annual CVAG/CVCC certifications. The CVAG Executive Committee may override these compliance requirements by a two-thirds vote of its total membership during a noticed public hearing when it is determined that a

project's regional transportation, safety, and/or environmental needs take precedence over one or more agencies' TUMF/CVMSHCP compliance.

### ***5.2a Highways and Regional Corridors***

Fifty percent (50%) of the Measure revenues will be utilized for highways and regional corridors. This Measure will provide an estimated \$1.2 billion of Measure funds over a thirty (30) year planning horizon. This segment of the Plan will be implemented by CVAG. The TPPS serves as the CIP for the Coachella Valley section of this Expenditure Plan. Funding for TPPS projects follows CVAG's cost-sharing policy that requires a local match for local and regional projects to unlock regional funding.

The TPPS has included projects to substantially improve connections to federal and state freeways and highways, particularly I-10, Highway 111, SR-74, SR-62, and SR-86. Upgrades to existing interchanges as well as new interchanges, such as Portola Street in Palm Desert, are planned and are awaiting funding to be constructed. This Plan will also allow for improvements such as express lanes on I-10. Such facilities will make it safer and more reliable to travel along I-10. Additionally, the TPPS will include grade separations and interchanges for SR-86, including a new bridge at Avenue 50, and improving other areas where high numbers of accidents and fatalities occur. The TPPS process is flexible enough to incorporate improvements to connecting regions, including SR-62 and SR-74. Additionally, the Plan includes funding to substantially improve the overall condition of these roads as CVAG works in partnership with Caltrans. The Freeway Service Patrol could be expanded to I-10 in the Coachella Valley to quickly clear incidents from the freeway and keep traffic flowing.

The final scope and project limits of all improvements proposed in the Highways and Regional Corridors category will be determined through the environmental review process.

### ***5.2b Local Streets and Roads***

Thirty-five percent (35%) of the Measure revenues will be returned to the cities and the county in the Coachella Valley and shall be used to assist with the funding of local streets and roads improvements. This Measure will provide an estimated \$800 million of Measure funds over a thirty (30) year planning horizon. These funds will supplement existing federal, state, and local funds. Local street improvements adjacent to new residential and business developments will continue to be paid for by developers.

Allocation of funds to the cities and the County will be based on a formula weighted 50% on proportionate dwelling units and 50% on revenues generated within each

jurisdiction. A Five-year Capital Improvement Plan for the use of these funds will be prepared and annually updated with public participation by each city and the County.

Eligibility for these funds shall be conditioned on the participation and compliance in the TUMF and CVMSHCP programs, per Section 2.IX of the Ordinance. If a city or the County chooses not to participate and be in compliance in TUMF or CVMSHCP and related impact fee programs, the funds they would otherwise receive for Local Streets and Roads will be added to the Highways and Regional Corridors program.

### ***5.2c Public Transportation***

Fifteen percent (15%) of the Measure revenues will be used for transit operations and capital needs, including maintaining, improving, and expanding public transit and specialized transportation services. This Measure will provide an estimated \$300 million of Measure funds over a thirty (30) year planning horizon.

### ***Discount Fares and Expanded Transportation Services for Seniors, Students, and Individuals with Disabilities***

For seniors, students, and individuals with disabilities, access to healthcare, social services, education, and recreation is a key to quality of life. SunLine Transit Agency offers a full array of public transit and specialized transportation services, including reduced fares for eligible riders.

### ***Specialized Transportation Services***

In addition to providing public transit service (SunBus), paratransit service (SunDial), microtransit service (SunRide) and commuter service to San Bernardino, SunLine Transit Agency offers specialized transportation services to Coachella Valley residents and visitors. These services can include programs that provide discounted services; specialized transit services that expand opportunities beyond paratransit service and fixed routes; and coordination of transportation services offered by many non-profit social service organizations. Measure funds will assist these programs and other types of specialized transportation services which may be implemented.

### ***Bus Replacement and More Frequent Service***

Public bus transportation offers communities many benefits including reducing traffic congestion, wear and tear on roads, and parking demand while helping to lower emissions. By providing access to schools, jobs, and other destinations, it is also a vital force in economic development. This is especially true in the Coachella

Valley where the majority of SunBus riders rely on bus service to get to work and/or school. Measure funds can be used to maintain and increase service levels and replace and modernize SunLine’s fleet and infrastructure. SunLine's vehicles operate on clean and alternative fuels, creating a healthier community while increasing access.

**5.3 Palo Verde Valley**

The Palo Verde Valley area is located in the easternmost part of Riverside County. It is geographically separated from the Western Riverside County and Coachella Valley areas. The population of the area is relatively small and significant growth over the next 30 years is not anticipated. The Palo Verde Valley is served by I-10, which provides adequate connections to the westerly portions of Riverside County and easterly to Arizona. The greatest need for the Palo Verde Valley is funding to adequately maintain and rehabilitate local streets and roads.

One hundred percent (100%) of the funding generated by the Measure returned to the Palo Verde Valley is to be used for local streets and roads. This Measure will provide an estimated \$60 million of Measure funds over a thirty (30) year planning horizon. Funds shall be distributed to the City of Blythe and the County of Riverside by formula. The formula distribution is based 75% on proportionate population and 25% on sales tax revenues generated in each area.

The Blythe City Council will have authority to set priorities and expend funds within the city limits and the County Board of Supervisors will have authority to expend funds in unincorporated areas of the Palo Verde Valley.

<b>PALO VERDE VALLEY ALLOCATION OF FUNDS</b>	
<b>INVESTMENT CATEGORY</b>	<b>PERCENT</b>
Local Streets and Roads	100%

Investments made by the City of Blythe and the County must be for transportation purposes for the benefit of Palo Verde Valley residents and must be approved in an open and transparent manner pursuant to open meetings laws. All revenues generated through the Measure in the Palo Verde Valley shall remain in the Palo Verde Valley and cannot be diverted to other areas of Riverside County. Funds shall be distributed to the City of Blythe and the County of Riverside proportionally, with sales tax revenues generated in each jurisdiction returning to its respective source.

A Five-year Capital Improvement Plan for the use of these funds will be individually prepared and annually updated by the City of Blythe and the County and submitted to the Commission.

## Chapter 6: Bond Financing

To expedite the delivery of transportation projects identified in the Plan, the Commission may, pursuant to applicable provisions of law, issue bonds or otherwise incur indebtedness, including through financing agreements, leases, lines of credit, or other lawful financing instruments, payable from Measure revenues.

This Ordinance authorizes the Commission, by resolution or other separate action, to determine the form, timing, amount, and terms of such indebtedness, provided that the obligations do not exceed projected Measure revenues and are used solely for purposes authorized under the Ordinance and the Plan.

Revenues generated by the renewal of Existing Measure may also be utilized to pay debt service on bonds and other obligations issued prior to the operative date of this Measure and bonds or other obligations subsequently issued for refunding purposes.

## Chapter 7: Estimated Measure Revenue Generation per Region

<b>ESTIMATED MEASURE REVENUE GENERATION*</b>	
Western Riverside County*	\$9,460,000,000
Coachella Valley*	\$2,300,000,000
Palo Verde Valley*	\$60,000,000
<b>TOTAL</b>	<b>\$11,820,000,000</b>
<small>*Economic Forecast estimates approximately \$11.82 billion for a 30-year planning horizon. Note each geographic subregion's estimated amounts are rounded for presentation purposes.</small>	

This chart shows the estimated proportional distribution of tax revenues estimated to be generated from each of the three geographic subregions that would be used to implement investments of the Plan.

## Chapter 8: Flexibility to Expedite Projects

To deliver transportation projects more quickly for the benefit of Riverside County residents, visitors, and businesses, Measure revenues may temporarily be reallocated among projects or categories to expedite delivery, provided that long-term proportional allocations required by this Plan are maintained unless amended pursuant to law and Section 2.V of the Ordinance. The Commission, in allocating the annual revenues from the Ordinance, shall meet all debt service requirements prior to allocating funds for other projects.

## **Chapter 9: Informing the Public of Local Funding Support**

All projects funded with \$1 million or more of Measure revenues shall be required to inform the public that Measure revenues support the project.

## **Chapter 10: Severability Provisions**

If any provision of this Plan, or the application thereof, is for any reason held invalid and unenforceable by a court of competent jurisdiction to a person or circumstance, the remainder of the Plan and the application of such provision to other persons or circumstances shall not be affected thereby, and the Commission declares that it would have passed each part of this Plan irrespective of the validity of any other part.

## **Chapter 11: Provisions for Population and Taxable Sales Estimates**

Annual population estimates produced by the California Department of Finance are relied upon in determining the distribution formula funds for the Local Streets and Roads portion to cities and the County.

Actual retail sales tax transactions provided by the California Department of Tax and Fee Administration will be used to determine taxable sales in each of the three specific geographic subregions. The Riverside County Planning Department shall estimate the share for each of the unincorporated areas for the three subregions, from the total retail sales transactions for the total unincorporated area.